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CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

COUNTRY	Yugoslavia
SUBJECT	Transportation
HOW PUBLISHED	Daily newspapers
WHERE PUBLISHED	Belgrade; Zagreb
DATE PUBLISHED	Apr - May 1949
LANGUAGE	Serbo-Croatian

DATE OF INFORMATION 1949

DATE DIST. / Jun 1949

NO. OF PAGES 3

SUPPLEMENT TO
REPORT NO.

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SOURCE Yugoslav newspapers as indicated.

NEW HYDROGLIDER DEVELOPED;
RAILROAD BEING BUILT IN ISTRIA;
BELGRADE-FRANKFURT DOUBLE TRACK OPENED

HYDROGLIDER UNDER CONSTRUCTION -- Borba, No 93, 19 Apr 49

In response to an announcement by the Aeronautical Association of Yugoslavia of a contest for original aircraft construction, two young Slovenes from Ljubljana submitted an entry from which the prototype of the first Yugoslav hydroglider is now being built at the "Letov" Glider Factory.

The new "Jadran" (Adriatic) hydroglider is the second original aircraft to be perfected by Stojan Horvat and Jaroslav Koser. Their first airplane glider, the "Triglav," designed for flying in Alpine districts, has shown good results.

The perfecting of hydrogliders will permit the development of glider flying along the coast.

The new glider, as far as is known, will be the fifth type in the world, and one of the first for sustained flight over the sea. In the past, the use of hydrogliders has been limited to instructional or research purposes. More extensive use has been ruled out by the great weight of present-day types.

In planning the "Jadran" hydroglider, the builders used experience gained in building the "Triglav." Besides an enlarged and specially constructed fuselage for landing on water, the "Jadran" will have runners for landing on the ground. Earlier models had pontoons, and therefore were too heavy for sustained flight.

- 1 -

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RAILROAD UNDER CONSTRUCTION IN ISTRIA -- Politika, No 13213, 16 Apr 49

The 54-kilometer Lupoglav-Staliže railroad line, now under construction, will be the most important construction project in Istria this year. About 2,000 workers, mostly People's Front members from all over Croatia, have been working on the line so far. An average of 6,000 workers is expected to take part in the project, which will be greatly accelerated in April and succeeding months.

A total of 157 projects, such as tunnels, viaducts, cuts, and supporting walls, will be built on the line. The most difficult project on the first section of the line will be the building of a three-level bridge, the lowest level of which will carry an aqueduct, the middle level a wagon and motor highway, and the highest the railroad line.

One of the two large tunnels and a large viaduct will be built on the second and most difficult section of the line. A railroad line to Rijeka will branch off from the line on this section.

The fourth section passes, for some distance, through marshy country. Work has been started here and is progressing very well.

In the ninth and last section, preliminary work is being done at Staliže on the roads leading to the line, and barracks for workers are being built.

Besides the many railroad stations to be built along the line, a very large and modern station will be built at Staliže, together with a modern railroad yard and warehouses. The station will have the latest equipment for handling coal.

Konrad Muršić, superintendent of the line, has designed an excavator, first of its kind, for digging tunnels and loading the earth into cars automatically.

This line will connect the Istrian coal fields and south-eastern Istria with the Yugoslav interior. Another line to be built within the next few years will connect Istria directly with Rijeka and the rest of Yugoslavia.

DOUBLE TRACK OPENED BETWEEN BELGRADE AND ZAGREB -- Politika, No 13213, 16 Apr 49

The last section of the double-track railroad line between Belgrade and Zagreb was formally opened on 15 April, when the morning train from Belgrade to Zagreb ran on the new section of the line between Vrpolje and Novska.

Over 107 kilometers of track have been built. Transportation on this great line will now be increased by over 300 percent, as about 200 instead of 50 locomotives will travel over it without delays.

LOCOMOTIVES REEQUIPPED TO BURN LOCAL FUEL -- Borba, No 107, 7 May 49

Three locomotives of the C9 series recently were brought into the railroad yard at Slavonski Brod for repairs. As they were built to burn coal producing a high flame, which is not available in Yugoslav railroad yards, they have been out of service for a long time.

- 2 -

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On the advice of a commission of experts formed to decide how to fit these locomotives for service, the grate in the locomotives will be raised, the ashpan will be enlarged and lowered, and the main blower will be reconstructed to allow them to burn local fuel.

NEW FOREST LINE IN VOJVODINA -- Borba, No 107, 7 May 49

A new forest railroad, 9½ kilometers long, has been opened by the forest enterprise at Sremska Mitrovica in Srem, in the Vojvodina. The new line connects one of the largest dumps of oak logs with the railroad station.

The line was built in a very short time. Preparatory work was started last fall, and building was suspended during the winter. Except for one kilometer of track built last year, the whole line was built in 40 days of 1949.

Another 2 kilometers of main railroad are now being built along the dump, while a 4-kilometer-long spur is being built to the lumbering site. By these means 100-150 cubic meters of wood will be transported daily, an amount which formerly required at least 50 teams.

FOREST RAILROAD NEEDS REPAIR -- Borba, No 93, 19 Apr 49

Orni Vrh -- If the "Juzni Kucaj" Forestry Enterprise is to meet its plan, the narrow-gauge railroad line between Bor and Orni Vrh must be repaired. At present, the enterprise rarely receives more than four freight cars per day to be loaded, as the line cannot support a greater load. The line has needed repair for a long time.

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- 3 -

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